



CANBY URBAN RENEWAL DISTRICT ANNUAL REPORT



2014-2015



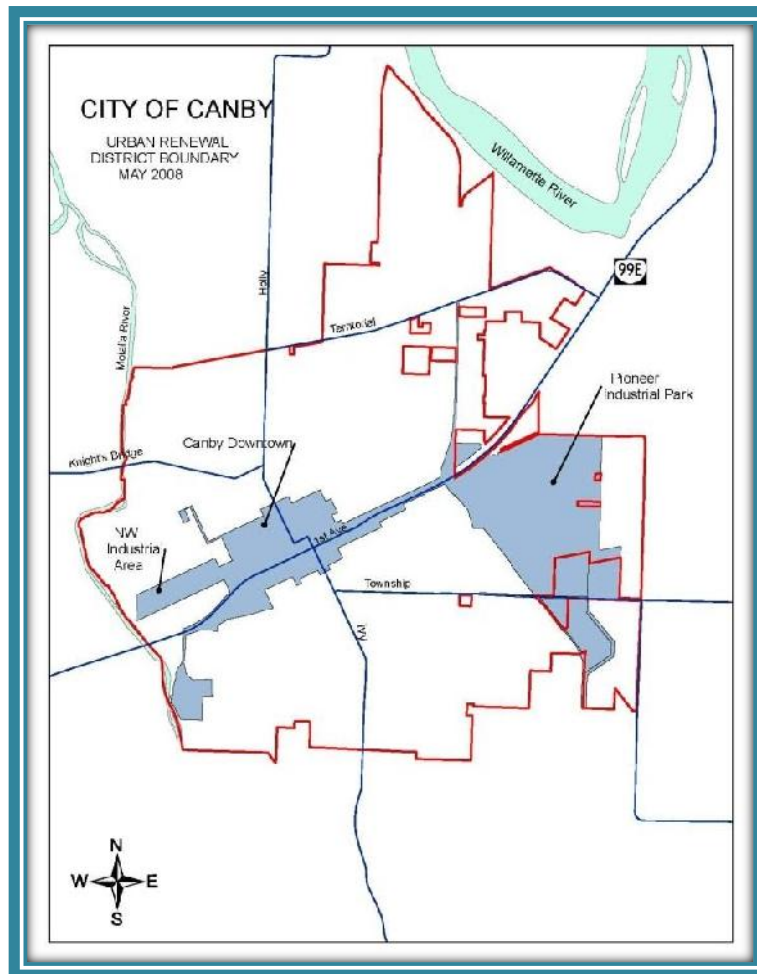
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Canby Urban Renewal District Overview

In 1999, Canby established a 573 acre Urban Renewal District that includes the Canby Pioneer Industrial Park, the downtown business area and the northwest industrial park. The District is set to expire when projects are completed and debt is repaid.

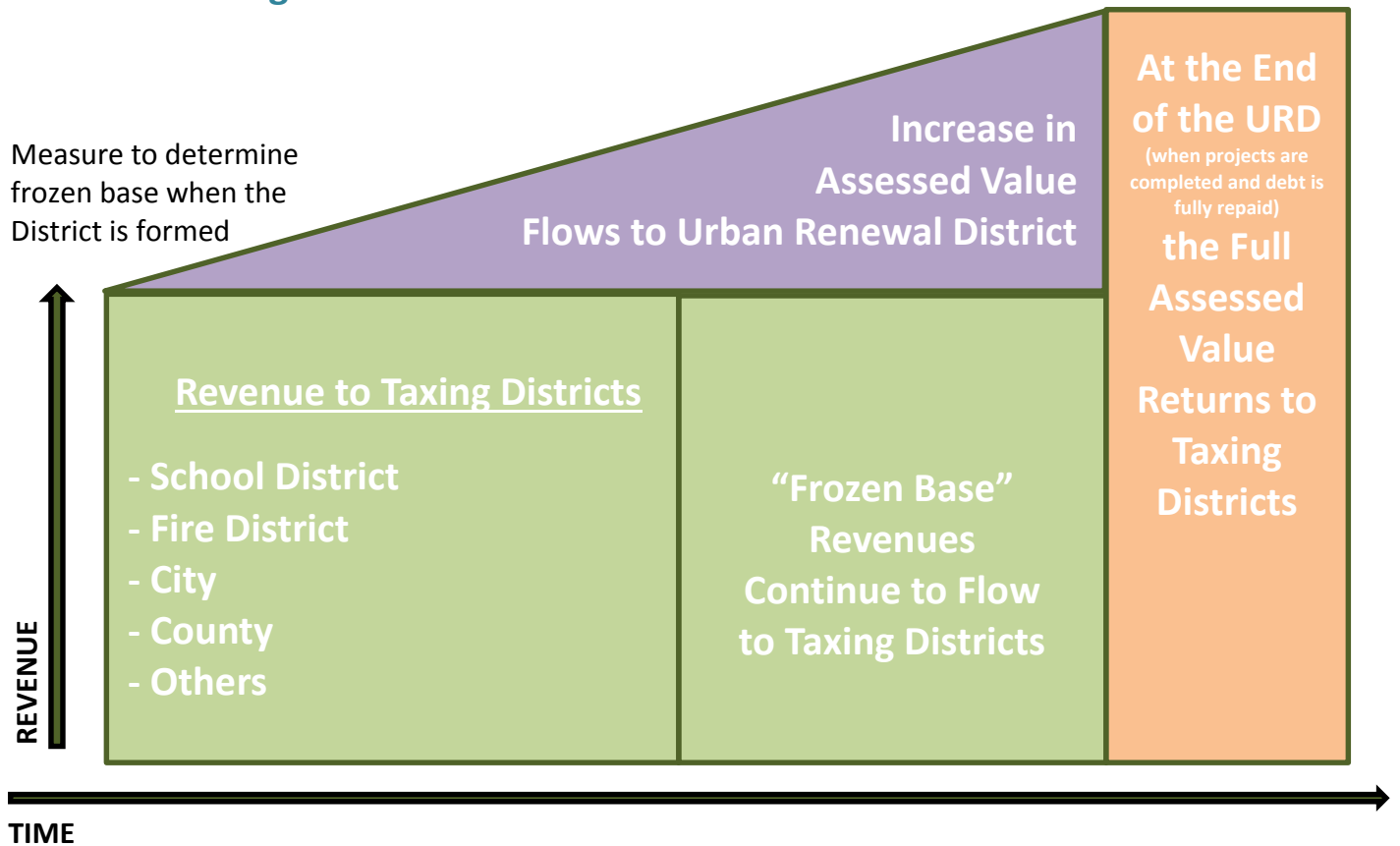
The Urban Renewal Agency makes decisions on investment projects. The City Council and Mayor serve as the Agency Commission. The City Administrator, Rick Robinson, acts as the Urban Renewal Director, and is responsible for ensuring its financial health. Residents are not paying any additional taxes for the Urban Renewal program.



Goals and Objectives of the Canby Urban Renewal Agency

- To diversify economic base and family wage jobs within the district.
- To maintain effective, efficient and safe traffic system for vehicular and pedestrian users.
- To improve and retain existing businesses.
- To improve attractive visual amenities for customers and community members throughout the district.

Urban Renewal Districts Generate Tax Increment to Fund Projects and Programs: How it works...



When Canby formed the District in 1999 it created an urban renewal district boundary and determined the assessed value in the district of \$65,611,926. This assessed value is the "Frozen Base".

Throughout the life of the District, all taxing districts continue to receive all tax revenues on this existing assessed value. This base ensures that important community services continue to receive the same level of revenue to support services important to citizens.

The Urban Renewal District invests in projects that will stimulate new development to increase tax revenues. Since 1999 the Canby Urban Renewal District has generated over \$156,000,000 in new investments. Bonds can be issued to fund urban renewal projects of up to \$51,149,000 over the course of 20 years that are repaid with increases in assessed value in the district.

When the Urban Renewal District ends and debt is repaid, all assessed value is redistributed back to taxing districts at a much higher assessed value. The city continues to benefit from urban renewal benefits long after the district dissolves.

Frequently Asked Questions

How are Urban Renewal projects funded?

Revenue for projects comes from “tax increment financing” that directs tax revenues from increasing property values back into the District to spur development. Property in the District had its assessed value “frozen” at 1999 rates when the URD was established. Whatever taxes paid at that time to local taxing districts continue to flow to them at the same rates. Any additional taxes paid after 1999, due to an increase in the assessed value of the property, are directed to projects in the District. Projects in the Urban Renewal District are financed by selling bonds that are repaid with revenue generated in the District. The Canby Urban Renewal Agency decides which projects or programs to fund.

Am I paying for Urban Renewal? It shows up on my tax statement.

You are not paying any additional taxes for Urban Renewal. The County Tax Assessor shows the equivalent of taxes on property tax statements. The formation of an urban renewal area does not change what property owners pay in taxes or add any new taxes. Urban renewal does redistribute taxes already paid by property owners. Property taxes, which are based on assessed values, may rise as the value of property rises with urban renewal improvements in the area. However, in most cases increases are limited to no more than 3% per year.

Where is the Agency getting \$51+ million to invest in Urban Renewal projects?

The City does not have cash for projects. Development projects are funded by selling bonds. When the Urban Renewal District was formed on November 3, 1999, a maximum indebtedness of \$51,149,000 was set. Bonds are issued to fund projects and programs that meet the goals of the Urban Renewal Plan. The bonds are paid back from increased property tax value and tax revenues generated by new investment in the district over time. For example, the Urban Renewal Agency invested approximately \$10.2 M in the industrial park infrastructure which has generated approx. \$80 million in private investment in new buildings and significant building expansions.

What can the Urban Renewal Agency invest in? / What can funds not be used for?

Urban Renewal funds can research the feasibility of, plan for, and fund capital projects like roads, utilities, and other infrastructure. The Agency can also purchase and improve property, assemble sites, build buildings, or repair or rehabilitate them for sale or lease them for private or public sector use. It can relocate businesses to free- up property for redevelopment. The Agency cannot fund projects or programs outside of the district*, or fund promotion, events, and ongoing maintenance. (* a project that has a nexus and is a district benefit can be funded.)

Doesn't this hurt other taxing districts?

Taxing districts still receive the revenues they did when the District was formed. When the district dissolves, taxing districts have a higher tax base (and higher revenues) than they would have without the district. The “loss” to schools is indirect because they are now funded based on a state formula instead of by property taxes.

Projects Launched/Completed in 2014-2015

Community Park Improvements

The Urban Renewal Agency has partnered with Wilderness International since 2012 to make a wide variety of improvements. This year, the agency invested \$13,000 and a team of 22 youths and 36 volunteers contributed over 73 hours in labor. A major area of focus was pond improvements. Tasks included monthly water quality testing, installation of a third fishing platform; installing about 380 native plants, weed control on one acre of the park was completed, and more gravel and mulch was applied for trails.





Public Art

Downtown Canby welcomed three new sculptures. They include metal sculptures created by Kate Simmons, Ben Dye and Jim Johnson. Each artist was tasked to create a sculpture that represented Canby's unique culture.

The process was guided by the Arts & Culture Advisory Council of Canby as part of the Main Street Program. The new sculptures are located along the south side of Northwest First Avenue.



A Quiet Zone for Downtown Canby

The planning and approval process for a Canby quiet zone continues for the railroad crossings at Ivy, Grant, and Elm. The Oregon Department of Transportation is currently adjusting the design at the intersection of Elm Street at highway 99E to provide more room for trucks to navigate this tight intersection that links to the city's truck route. The project involves moving a power pole and reconstructing the northern intersection. ODOT and the city are developing an acceptable design and identifying additional funding. Once the details are agreed to, design plans will be completed and a "Notice of Intent" and plans are submitted to stakeholders for comment (60 days). Next, the improvements are constructed and inspected by the diagnostic team. Finally, the Notice of Establishment Application and "as built" designs are sent to stakeholder for comment (30 days).

As background; the Downtown District is adjacent to the Union Pacific Railroad, which currently accommodates approximately 30 trains per day. Railroad engineers are required to sound their horns prior to approaching public crossings and continuously through downtown each time a train passes. Train horns can discourage outdoor activity, which in turn can negatively impact the economic vitality of our Downtown Business Community. The Federal Railroad Administration (FRA), determines whether Canby can proceed.



The city has proposed 75 to 80 foot non-traversable medians at Ivy, Grant and Elm that extend from each railroad crossing arm toward NW 1st Avenue and Highway 99E. There will be a partial closure of NW 1st Avenue west of Elm Street. If this plan is approved – the medians could be installed relatively quickly and inexpensively. The City has budgeted funds for the needed improvements.

Fire District Investments

In August, the Urban Renewal Agency agreed to spend up to \$1,135,000 to fulfill the original \$2.75 million 1999 plan commitment to the Canby Fire District over the next four years. These investments will improve Canby Fire District's fire protection rating and enhance emergency response into the Urban Renewal District. Specifically, funds will pay for:

- \$ 515, 000 for one Fire Engine and the equipment to replace the existing 1999 Engine.
- \$195,000 for one Emergency Medical Unit. This Unit would replace a current Medic Unit which will soon have driven in excess of 215,000 miles. The Medic Unit will be stationed at the main fire station and be utilized for the City of Canby.
- \$ 425,000 to remodel the Main Fire Station. The project includes the remodel of the existing station at 221 S Pine St. This includes all permits and displacement living quarters for the crews while the remodel occurs.



The new 2016 Rosenbauer Commander Fire Truck pictured will be equipped with a larger pump, better turning radiuses, better ergonomics and large nozzles to help firefighters combat the fires that larger buildings bring us in the URD. It will also access areas downtown better that have been narrowed through URD



Above: Before (left) and after (right) painting the front of the Fire Department Building.
Below: Before (left) and after (right) painting the rear of the building.



Projects under way in 2015 - 2016 and beyond

Expanded Library / Civic Building



Construction on a new Library / Civic Building at NE 2nd and Juniper Street in Downtown Canby is moving forward quickly. In May 2014 almost 70% of Canby voters supported the urban renewal project.

The new two-story facility will be 35,000 square feet with library services and City Council Chambers on the main floor and administrative offices on the second floor. City staff from Administration, Finance, Development Services and Tech Services will occupy the space on the second level. By consolidating City employees, the new City space will improve efficiencies and make it easier for City customers with diverse needs to find City services under one roof. Combining this space with the library allows the City to address these needs extremely cost effectively.

Canby is investing in a new, larger library because the existing facility, a former hardware store, is popular but cramped, outdated, and has limited programming options and public use spaces. Libraries continually evolve to meet community needs by serving as a community center, technology hub a resource for personalized assistance and equal access in their communities.

This project involved purchasing property and vacating one-half of a block of Juniper Street, demolition of three vacant houses and relocation of utilities. The downtown Canby site is on NE 2nd Avenue, between N Ivy Street and the Canby 8 Cinema in downtown. A contract for Architect and Design Services was awarded to Scott Edwards Architecture. The General Contractor is Triplett Wellman Construction.

The City broke ground on the project in August 2015. After months of public meetings, planning and design, the slab was poured in December 2015 and the community should see vertical walls after the first of the year and a roof in the second quarter of 2016. A completion date is scheduled for the fall of 2016.

Major Accomplishments since the Inception of the District

The Agency has studied, planned and coordinated projects, leveraged resources or provided funding for the following initiatives to attract businesses and new investment to the city. This public investment has stimulated private investments to occur more quickly and on a much larger scale. Public investments in infrastructure and beautification have stimulated private investments that pay the majority of new building construction and renovation costs.

Recent Projects

Sequoia Parkway Extension

The last segment of the Sequoia Parkway in the Canby Pioneer Industrial Park was completed in spring 2014. Canby's Urban Renewal Agency invested \$3.8 million in the project to make the final phase of the park development ready. This project entailed building a bridge over the Oregon Pacific Railroad line, paving the street extension, adding sidewalks, and installing some utilities.

The project was completed almost \$350,000 under budget. The extension added critical

transportation access and other infrastructure to 60 acres of prime land which is actively on the market. The project also provides efficient internal circulation within the park. The new road begins near Township Road and the American Steel facility and connects to SW 13th Avenue.



The 1st Avenue Redevelopment Project

The \$2.4 million streetscape improvement project was completed in winter, 2012. Improvements included new street construction, sidewalks, parking lot, street lights, planters, street furniture, monument signs and undergrounding of utilities. The core downtown area from along NW 1st Avenue, between Ivy and Elm Streets was transformed.

Private property investment in new facades along 1st Avenue was made in many locations several new retail businesses have been launched. The area now rarely has vacancies. Other projects since construction ended include four garden showcases at Ivy, Grant and Elm, five metal sculptures,



decorative garden themed bicycle racks were a gift from the Canby Ford Leadership Class and festive lights adorn the street trees to attract attention to downtown from Highway 99e.



Canby Police Facility: The \$9 million facility is 36,000 SF of state-of-the-art space for the Canby Police Department with approximately 10,000 SF of "shelled" space for future growth. The building is designed for maximum energy efficiency and was completed in August 2012.

The new building also houses Canby Municipal Court and features an often used 1,700 SF. Community Room. The facility provides more space and resources for emergency response, crime research, and evidence storage.

It is designated as an Emergency Operations Center built to higher seismic standards using non-combustible materials with backup power and generator. This ensures that the facility is a safe place to handle a wide variety of emergency response needs.

The Canby Pioneer Industrial Park: The Agency has built roads and installed utilities needed to make industrial sites development ready. This public investment has attracted \$78 million in private sector investments. This infrastructure investment has helped attract eleven new industrial companies and created 750 new jobs. These include Fred Meyer and ancillary retail businesses, Pioneer Pump, Shimadzu, Providence, Dragonberry Produce, Wilco, Vata, Pump Tech, Stainless Steel Holdings, Anderson Quality Springs and Kendall Floral. American Steel built a 192,000 square foot steel distribution company just outside the district, generating almost \$300,000 a year in tax revenues. Industrial sites are actively being marketed for sale or lease. Many are recently recertified industrial sites.



Transportation Project UR District Investment: Approximately \$6 million

Sequoia Parkway: This three lane arterial road extends from Highway 99 E to 13th Avenue provides the primary access route and utilities to the Canby Pioneer Industrial Park. The parkway has robust utility infrastructure including sanitary sewer, electricity, water, telephone, gigabit broadband access, cable, and gas service. Street lights, sidewalks, bike lanes and landscaping make the park attractive and accessible for trucks, cars, pedestrians and cyclists.

Hazel Dell Way: This local road also has all utilities in place. Businesses now located here include Kendall Floral, Bowco, Anderson Quality Spring, and Canby Area Transit. Several smaller vacant industrial sites are actively on the market for development.

4th Avenue: This east-west connection from Redwood Street to Sequoia Parkway provides an alternate access route to Highway 99 E at Pine Street. Companies include Shimadzu, USA, Stainless Steel Holdings, and Trend Business Center lots ready for development.

Walnut Street: This local street connects the eastern part of the industrial park to Sequoia Parkway and opens over 40 acres for development. The road was funded as a local improvement district and coordinated by the URA. Utilities extend to most sites. The final road and infrastructure extension to 1st Avenue will be completed with development on adjacent sites.



Summary of Street and Circulation Projects

Project	Status
NW and NE 1st Ave. From North Ivy to North Elm and UP Parking Lot	Done
NW and NE 2nd Ave. from North Ivy to North Elm	Done
NW and NE 3rd Ave. – Ivy to Elm	½ Done - Grant to Elm dropped
NW and NE 4th Ave. – Ivy to Elm	½ Done - Grant to Elm dropped
N Ivy, Holly, Grant – N 1st to N 4th	Done
SW 1st Ave. – Old Pacific to 99E	3/4th Done - Elm to Grant dropped
SW and SE 2nd Ave. – Behind McDonalds to Locust in front of Chamber Office	Done
SW 4th Ave. – Old Pacific (Birch) to South Elm	Done
Sequoia Parkway – 99E to SE 13th (Phases 1-5)	Done
SE 4th Avenue – End to Mulino Road	Not Complete
Industrial Park Collectors – Shown in Industrial Area Master Plan	Not complete
Township Road – S. Redwood to Mulino Road	Not Complete
S Berg Parkway 99E to SW 13th Street	Done
99E Access Improvements	Not all complete
N Berg Parkway – 99E to NW 3rd	Not Complete



Map of Industrial Area Improvements
Yellow = Done, Red = Future Phase



Map of Downtown improvements
Yellow = Done, Red = Future Phase



Investments in Downtown Canby

Streetscape improvements: Downtown investments include paving, lighting, seating, landscaping, banners and amenities on 1st and 2nd Avenues. (See 1st Avenue details on page 7) The north side of Second Avenue and a vacant pad on the south side are well positioned for private sector redevelopment. A \$2 million investment of Urban Renewal District funds built a new streetscape and public parking lot.

The Canby Main Street Program: This multifaceted program was launched in 2010 and dedicates staff and funding to promote economic vitality of the downtown commercial district, revitalize buildings and street environments, and promote downtown. A four point approach includes a focus on design, economic restructuring, promotions, and organization and administration. Projects include downtown banners, First Friday events and other services to support local businesses.



Entry Gateway Signs: Seven large, attractive signs now welcome visitors to Canby in strategic locations along Highway OR 99E, and at the gateways to downtown at Elm, Grant and Ivy Streets. The signs reinforce the “Canby the Garden Spot” theme in attractive stone monument signs.



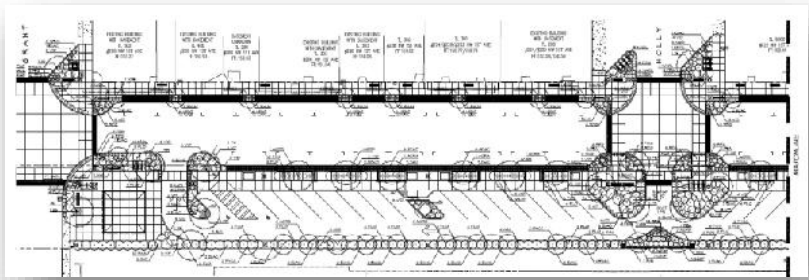


Wait Park Frontage Road Improvements:

This project was completed December 2011 for approximately \$603,000. The project provided new roadway surfaces on all the frontage streets and pervious pavement in all of the parking areas and improved sidewalks and crossings. The project included a mid-block sidewalk crossing and bump outs at each intersection to improve safety for pedestrians. The planter strips along the park frontage were expanded to add to the green space and a better surrounding for the existing trees.



Preparing for Development: The city has also modernized and updated its sign code and design standards to ensure that future development is attractive and consistent. Other efforts include the development of the Canby Downtown Plan, and feasibility studies for housing, hotel, office, and other types of development.



Public - Private Partnerships



Canby Cinema 8:

This \$5.5M project added an eight-screen cinema that opened in 2010 and provides an additional recreational amenity and attraction to downtown Canby. The theater shows first-run movies as well as custom and discount screenings to meet local preferences. The city invested in the oversized parking lot for more parking options for employees and visitors.

The Andrus Office Building

The city partnered with property owners to conduct a feasibility study for potential redevelopment of the site. This study led to the 2008 construction of a two-story 6,000 sq. ft. + professional building adjacent to Wait Park. Most of the building is now occupied.



The Canby Façade Improvement Program:

This matching grant program provides an enticing incentive and technical assistance for building owners to make their buildings more attractive. The program offers up to \$1,500 for design, \$1,500 for construction documents and a 50% match up to \$25,000 for façade improvement construction. Many businesses have used the program.

Completed Façade Improvement Projects to Date		2015 - 2016
Grant Station /Bricks and Minifigs Canby Station Canby Herald Building Countryside Living Building Ebner's Custom Meats Cutsforth Thriftway T-Line Design American Legion	Advantage Mortgage Canby Clinic Mike's Place CH Accounting Anderson Fair Place - monument sign Davies Clinic	Trinity Counseling Liquor Store



Remaining Projects from Original Project List

(The project list below is current to June 30, 2015- cost estimates from Plan)

Fire Protection & Emergency Response Improvements [^]	1,200,000
Urban Renewal Matching Grant Program (Façade Improvement and Downtown Redevelopment Grant Programs)	498,879
Beautification and Marketing*	225,000
<u>Railroad Quiet Zone*</u>	80,000
Total cost of projects from original project list budgeted and/or included in projection	2,003,879

* Not previously included on project list in this report however this initiative is within the plan scope and has been included in our budget / projection.

[^] Cost based on resolution URR 15-007 approved August 19,2015

Short legs on SW 4th Avenue and Township Roads in Industrial Park	150,000
Gateway Improvements (Highway 99e and Railroad Crossings)	625,000
Wait Park Improvements	150,000
Revolving Loan Program	715,000
<u>SDC Reimbursement Incentive for Investment and Job Creation</u>	435,500
Total Cost of Projects included in plan remaining for consideration	2,075,500

- NW 3rd – Grant to Elm
- NW 4th – Grant to Elm
- SW 1st – Elm to Grant
- Sanitary Sewer Lift Station

** Based on lack of available project resources, the Agency expressed consensus to identify these projects as lower priority projects and eliminate from current consideration. (Per May 20, 2015 Work Session)

Other potential projects, programs and opportunities

- Redevelopment Opportunities: Purchase, retrofits or new development of strategic sites
- High density housing opportunities
- Highway OR 99 E Corridor Beautification

Debt Capacity

The purpose of Urban Renewal is to issue debt to finance capital improvements within the District to encourage private development therefore exponentially increasing the value of property within the District.

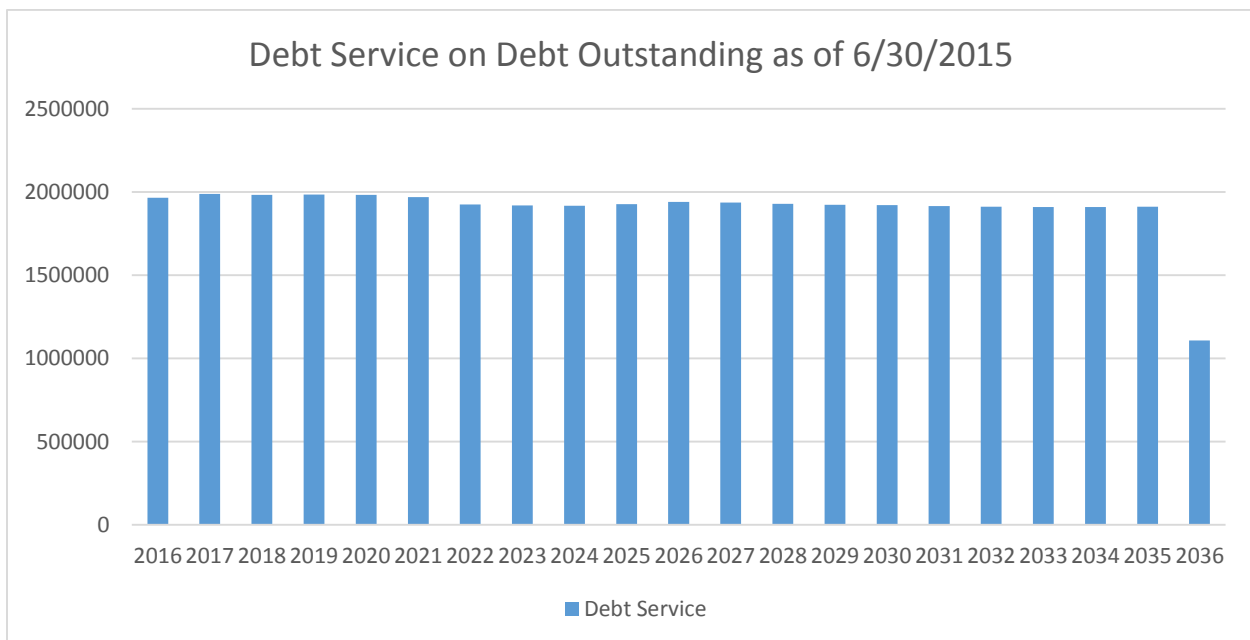
The Canby Urban Renewal Agency has a maximum indebtedness of <i>Established per the Canby Urban Renewal Plan adopted in 1999.</i>	\$ 51,149,000
Debt incurred as of June 30, 2015 *^	\$ 39,261,723
Additional Debt Capacity ^	\$ 11,887,277

* Includes \$7,225,351 of unspent bond proceeds

^ Debt incurred includes directly contracted projects and services.

Debt Outstanding

As of June 30, 2015 the Agency had debt outstanding of \$27,123,759, total debt service if debt is repaid in accordance with their required schedules is \$40,813,796 and has a final maturity of June 1, 2036, see chart below.

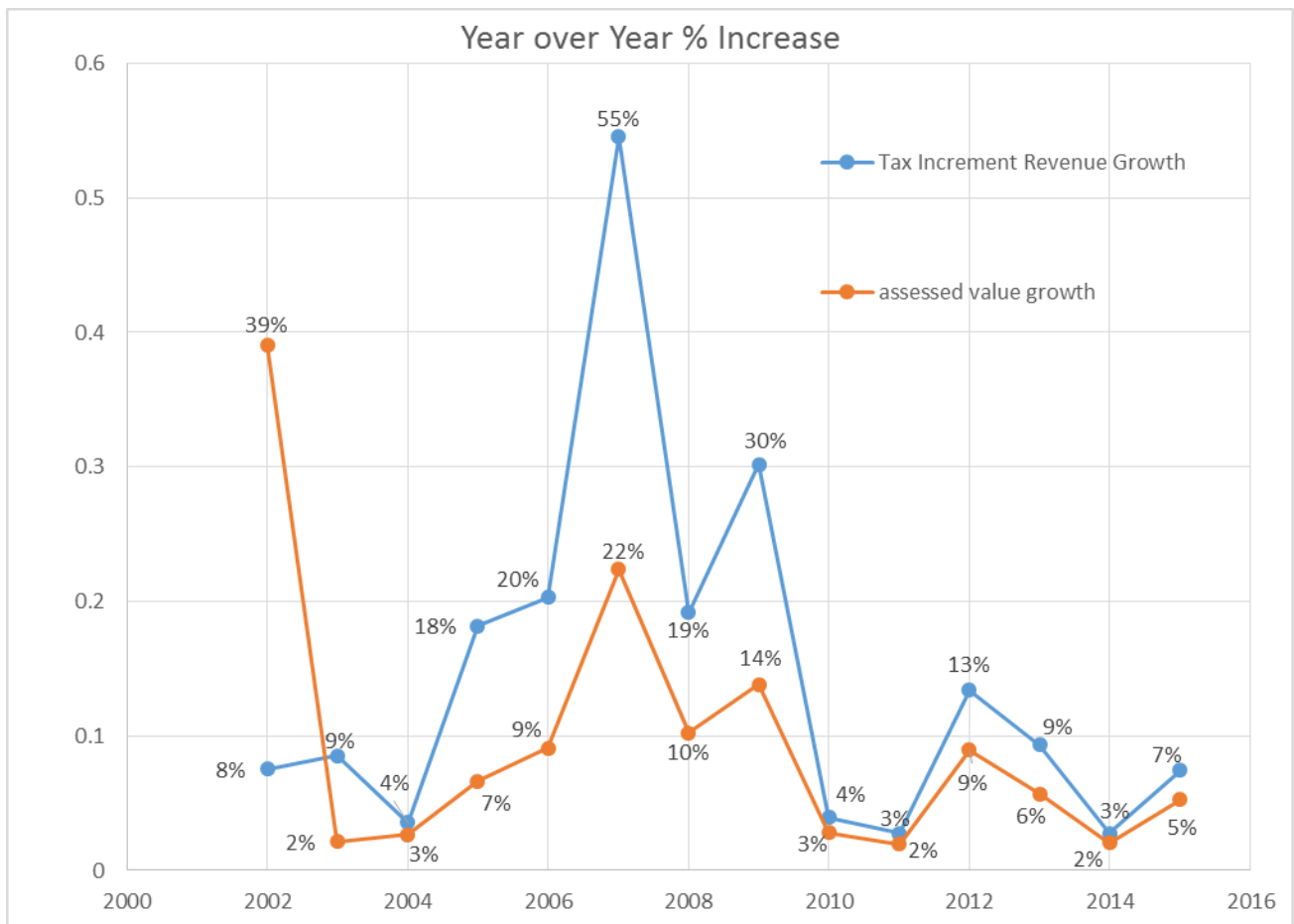


All of the outstanding debt has provisions for prepayment subsequent to a specified date the latest being June 1, 2022 for the Series 2012 debt. If the prepayment provisions were executed on the first dates allowed total debt service is estimated to be \$32,740,696.

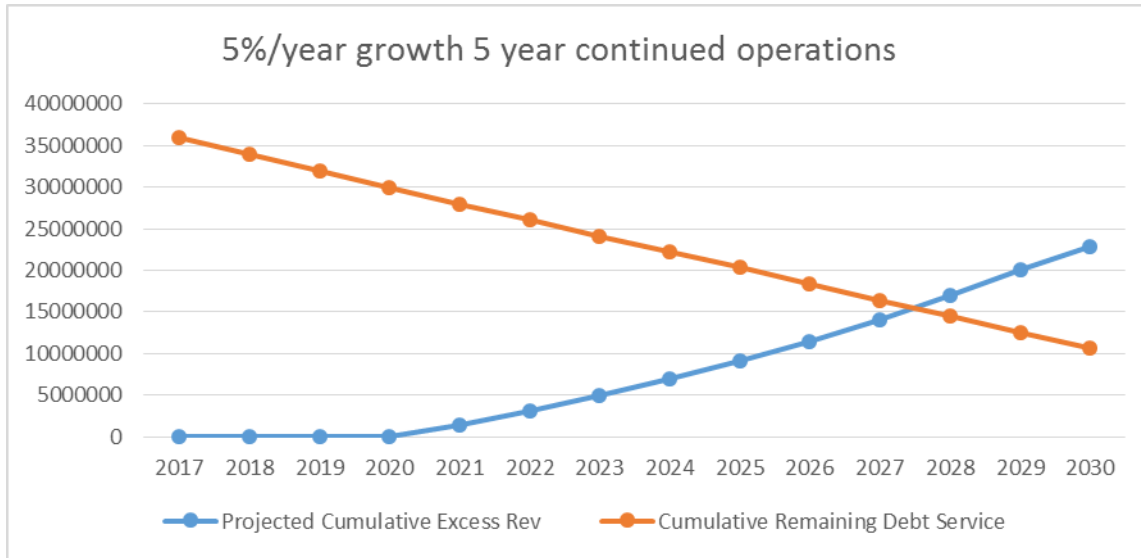
When will the Urban Renewal District End?

In accordance with ORS 457.075 the district cannot be terminated until all **indebtedness** to which a portion of tax increment is pledged for payment is **fully repaid**. As noted on the previous page if no additional debt is issued and debt is paid in accordance with current maturity schedules, debt would be fully repaid **June 1, 2036**. Because of limitations on early debt repayment the earliest the debt could be paid off is **June 1, 2022**, however it is unlikely that the District will have collected enough tax increment to be in a position to fully repay the debt at this time. Collection of tax increment is dependent on the growth in assessed value of property within the district.

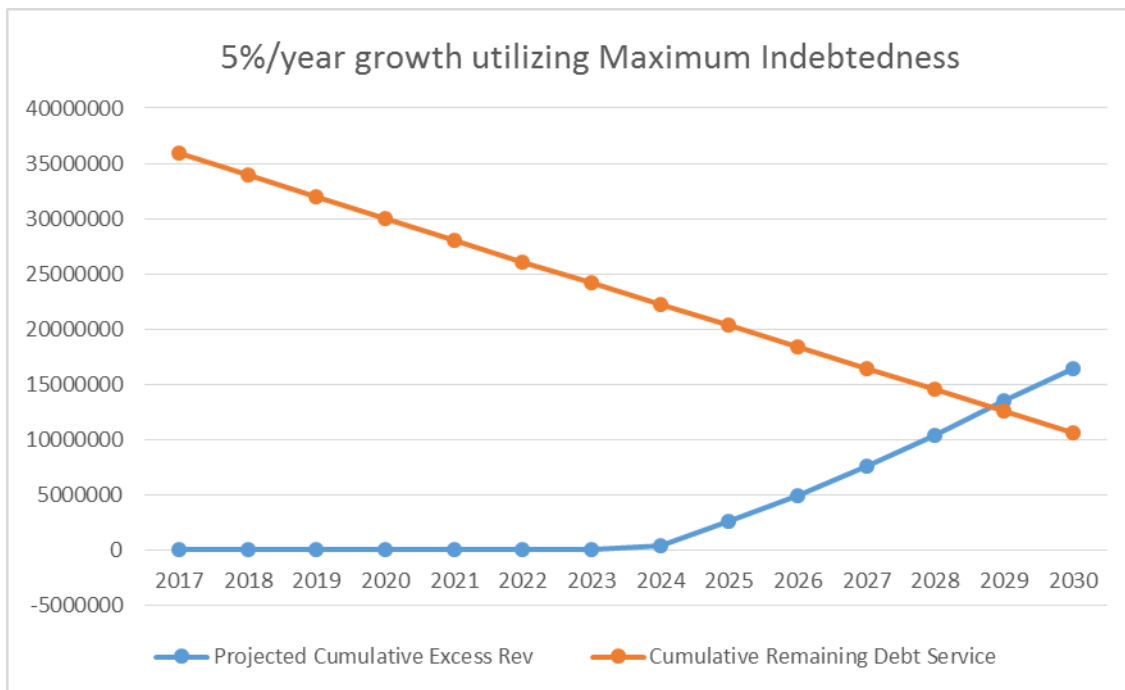
Year Over Year Percent Increase in Tax Increment Revenue



Projected Payoff Point



Assuming no additional debt is issued and current commitments as projected through fiscal year 2019-20 are completed and we continue an average revenue growth of 5% the URA should have sufficient funds to pay debt in full in fiscal year 2027-2028.



Assuming the URA continued operations utilizing the maximum indebtedness of the plan and an average growth of 5% the URA should have sufficient funds to pay debt in full in fiscal year 2028-2029. If investment of funds results in growth in excess of 5% debt could be repaid sooner.

Actual Revenue Impacts on Taxing Entities

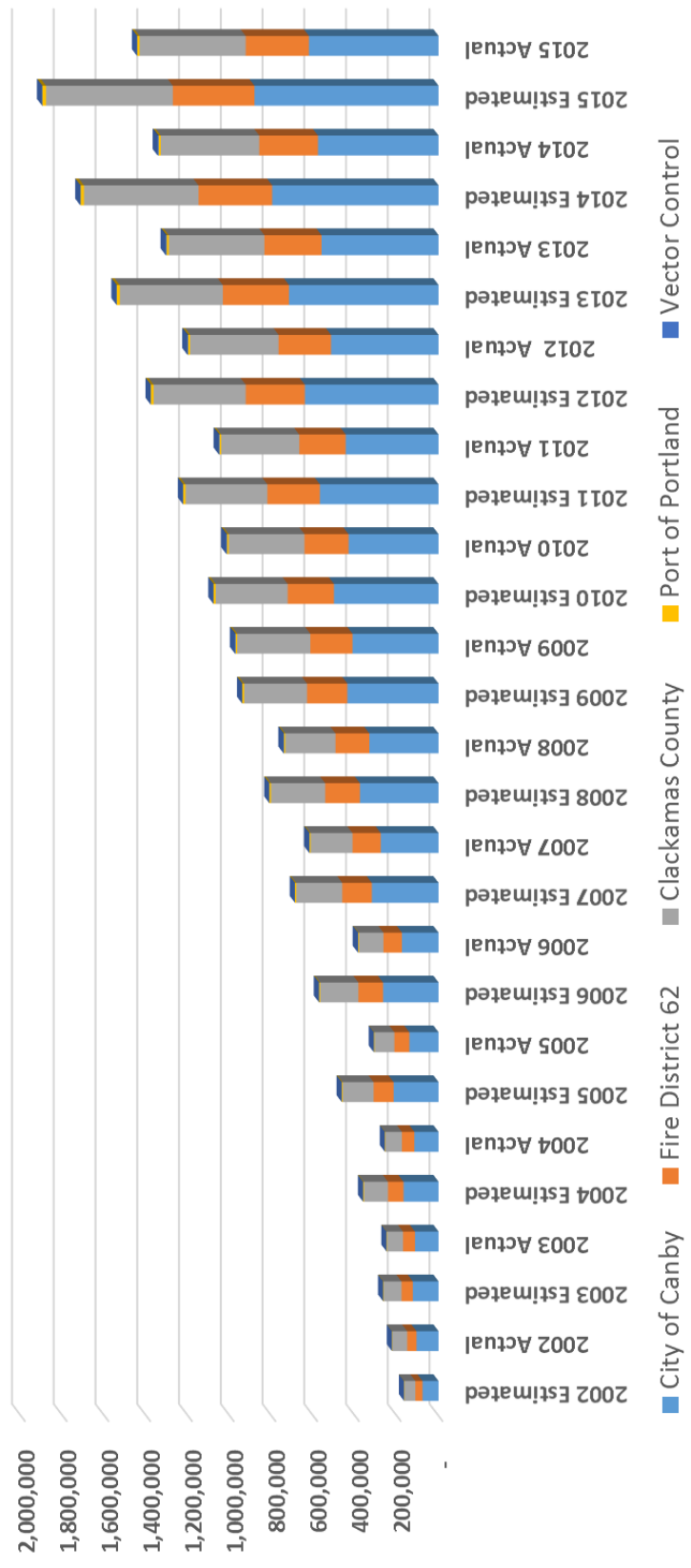
Table 1 below outlines the tax increment revenue forgone on assessed value over the frozen base of each taxing entity over the life of the Canby Urban Renewal District. As outlined in the Increase in Investment and Assessed Value discussion, without new development the estimated assessed value as of 2015 would have only been \$102,221,243 which means that the revenue to the taxing entities would have been significantly lower than the tax increment below.

Table 1

Year	Incremental Assessed Value	Clackamas County	City & Swim local option levy	Clackamas Education Service District (ESD)	Fire District 62	Clackamas Community College	Port of Portland	School District 86	Vector Control	Total URA Tax Levied
2002	25,630,009	70,814	105,623	10,689	44,760	22,046	2,004	229,293	148	485,378
2003	27,605,609	76,503	113,075	11,497	57,407	23,634	2,156	242,404	160	526,836
2004	30,095,360	79,362	115,737	11,917	59,667	26,015	2,266	250,416	168	545,547
2005	36,455,667	94,848	140,027	14,353	71,413	30,643	2,730	289,525	1,145	644,684
2006	45,754,420	117,548	175,414	17,775	88,687	35,737	3,368	335,665	1,403	775,597
2007	70,663,442	200,483	276,955	27,133	135,158	55,486	5,081	496,023	2,236	1,198,557
2008	84,594,830	240,675	331,390	32,511	162,119	66,986	6,110	585,641	2,727	1,428,160
2009	105,350,665	349,833	412,168	40,648	202,277	80,948	7,687	762,421	3,375	1,859,357
2010	110,160,549	363,316	431,134	42,317	210,842	82,363	8,009	790,870	3,584	1,932,435
2011	113,623,888	373,727	444,776	43,528	222,612	82,287	8,192	807,341	3,665	1,986,128
2012	129,695,901	423,711	514,777	49,386	251,564	96,015	9,401	903,747	3,921	2,252,522
2013	140,836,393	458,472	560,747	53,364	273,239	102,553	10,047	1,000,347	4,429	2,463,198
2014	145,094,306	471,968	577,564	54,951	281,265	105,604	10,345	1,024,605	4,563	2,530,865
2015	156,228,016	508,363	621,156	59,143	302,595	119,685	11,186	1,096,319	979	2,719,426
Total		3,829,625	4,820,544	469,213	2,363,605	930,003	88,581	8,814,618	32,502	21,348,691

Note: Information as broken out in same format as above not available prior to 2002. The district levied tax increment totaling \$451,315 in 2001.

URA Estimated vs. Actual Revenue Impacts to Major Taxing Districts 2002 - 2015



Estimated Tax Increment Revenue Foregone by Taxing District in 1999

Table 2 below outlines the potential tax increment revenue foregone of each taxing body as estimated based on assessed value growth projections in the Urban Renewal District at the time the Urban Renewal Plan was adopted in November 1999.

Table 2

Year	Estimated Incremental Assessed Value	Clackamas County	City of Canby	Port of Portland	Fire District 62	Vector Control
1999	-	-	-	-	-	-
2000	15,995,148	38,441	55,801	1,120	24,716	104
2001	18,961,123	45,569	66,148	1,327	29,299	123
2002	22,016,076	52,911	76,805	1,541	34,019	143
2003	35,313,397	84,869	123,194	2,472	54,566	230
2004	48,141,429	115,698	167,946	3,370	74,388	313
2005	61,772,015	148,457	215,498	4,324	95,450	402
2006	76,248,029	183,247	265,999	5,337	117,818	496
2007	91,614,476	220,177	319,606	6,413	141,563	595
2008	107,918,596	259,361	376,485	7,554	166,756	701
2009	125,209,970	300,917	436,808	8,765	193,474	814
2010	143,540,632	344,971	500,756	10,048	221,799	933
2011	162,965,185	391,654	568,520	11,408	251,814	1,059
2012	183,540,924	441,104	640,301	12,848	283,607	1,193
2013	205,327,965	493,465	716,307	14,373	317,273	1,335
2014	228,389,379	548,888	796,759	15,987	352,907	1,485
2015	252,791,330	607,533	881,888	17,695	390,613	1,643
2016	278,603,226	669,567	971,935	19,502	430,498	1,811
2017	305,897,871	735,164	1,067,155	21,413	472,673	1,988
2018	334,751,625	804,509	1,167,815	23,433	517,258	2,176
2019	365,244,573	877,792	1,274,192	25,567	564,376	2,374
Total		7,364,294	10,689,918	214,497	4,734,867	19,918

Canby Urban Renewal Financial History Since Inception Fifteen Years from July 1, 2000 – June 30, 2015

RECEIPTS	15 Year Total	Percent
Tax Increment-Current & Prior	18,632,924	30.52%
Debt Proceeds	34,401,112	64.94%
LID Principal & Interest Payments	1,179,208	2.12%
Bond Interest Rebate (ARRA)	275,732	0.41%
Grants and Gifts	610,228	1.14%
Interest Revenue	388,321	0.64%
Misc. Income	133,492	0.23%
Total	\$55,621,017	100.00%
DISBURSEMENTS	15 Year Total	Percent
Capital Projects		
1st Ave Redevelopment	2,430,194	5.16%
Railroad Property Acquisition	600,448	1.28%
Police Station	9,417,402	20.01%
Office Building Renovation	99,796	0.21%
Library/City Hall Renovation	1,691,295	3.59%
Sequoia Parkway Projects	7,815,534	16.61%
Hazel Dell Way	1,136,478	2.42%
Berg Parkway	368,352	0.78%
NW 2nd Street & Public Parking Lot	2,474,857	5.26%
Walnut Street Improvements	880,817	1.87%
Township Road	163,195	0.35%
Police Property Acquisition	800,000	1.70%
URD Projects	936,153	1.99%
Canby Fire Station Garage	380,000	0.81%
Gateway Projects	277,229	0.59%
Façade Improvement Program	251,122	0.53%
Revolving Loan Program	35,000	0.07%
Other Projects	498,518	1.06%
Debt Service	12,203,162	25.93%
Materials & Services	4,598,628	9.77%
Total	\$47,058,180	100.00%
Carry over	\$8,562,837	

Canby Urban Renewal Area 2014-15 Actual and 2015-16 Budget

RECEIPTS	Actual July 1, 2014 - June 30, 2015	Budgeted July 1, 2015 - June 30, 2016
Cash Carryover	\$9,601,151	\$8,336,137
Tax Increment-Current & Prior	2,462,027	2,562,619
Debt Proceeds	-	-
LID Principal & Interest Payments	58,524	69,461
Bond Interest Rebate (ARRA)	57,064	55,460
Grants and Gifts	7,240	9,275
Interest Revenue	47,019	28,000
Misc. Income	12,063	10,255
Transfers In	-	-
Total	\$12,245,088	\$11,071,207
 DISBURSEMENTS		
Capital Projects		
1st Ave Redevelopment	\$ -	\$15,000
Library / City Hall Renovation	1,122,375	7,112,678
Fire Dept Capital Projects	-	257,000
URD Projects	-	120,000
Façade Improvement Program	18,768	75,000
SDC Incentive Program	64,500	-
Other projects	63,195	150,000
Total Capital Outlay	1,268,838	7,729,678
Debt Service	1,899,394	2,093,473
Materials & Services	514,019	582,134
Total	\$3,682,251	\$10,405,285
 Carryover	 \$8,562,837	 \$665,922

URBAN RENEWAL GENERAL FUND CASHFLOW PROJECTION

Revenues	2014-15		2015-16		2016-17		2017-18		2018-19		2019-20		Notes
	Actual	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected			
URD Grants	7,240	9,275											
Revolving Loan Income	10,255	10,255	10,255										
City Logo Product Sales	1,808												
Interest Revenue	43,619	25,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000		
OP Transfer In from UR Debt	500,000	1,300,419	801,864	948,088	1,091,451	1,247,494							
Cash Carryover	9,174,535	7,954,601	875,065	610,864	610,864	644,755							
Total funding net of debt service cost	9,737,457	9,299,550	1,692,184	1,642,699	1,707,315	1,897,249							
Expenses													
MAT & Svc contracts	26,425	24,763	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	funds staffing and ED programs including 5% annual inflation increase
Due to City	487,594	557,371	585,240	614,502	645,227	677,488							
Total Materials and Services	514,019	582,134	610,240	639,502	670,227	702,488							
Total funding available for capital projects	9,223,438	8,717,416	1,081,945	1,003,198	1,037,088	1,194,761							
A													
Library Civic Building	1,122,375	7,225,351											Under construction through end of calendar year 2016^
RARE Program	22,000												2nd Year for Mariah Dodson, Intern
URD Projects	-	120,000											Available for feasibility studies or other
SDC Incentive Program	64,500												Businesses apply and are paid 2 years later once metrics have been achieved and verified; not included in budget prospectively therefore will discontinue marketing of program.
Beautification & Marketing	25,730	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000		
Facade Imp. Program	18,767	75,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000		Spending dependant on receiving and approving eligible applications
Redevelop. Grt Progrm	-	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000		Spending dependant on receiving and approving eligible applications
Wait and Community Park	13,000	20,000											Looking into potential options
Railroad Quiet Zone	2,465	80,000											
Fire District building and equipment		257,000	314,333	314,333	314,333	314,333	314,333	314,333	314,333	314,333	314,333		1.2 million current ask, previously funded \$500,000
1st Ave. Street Impr - Elm to Douglas		15,000											\$260,000 total project of which \$245,000 is being funded with street funds
SUBTOTAL CAPITAL	1,268,837	7,842,351	392,333	392,333	392,333	392,333	392,333	392,333	392,333	392,333	392,333	78,000	
TOTAL REQUIREMENTS	1,782,856	8,424,485	1,002,573	1,031,835	1,062,560	1,116,761	1,166,761	1,216,761	1,266,761	1,316,761	1,366,761	1,416,761	
NET BALANCE	7,954,601	875,065	689,611	610,864	644,755	677,488	702,488	727,488	752,488	777,488	802,488	827,488	
<i>^ remaining bond proceeds restricted to this project as of 6/30/2015</i>													

Increase in Investment and Assessed Value

The assessed valuation of the property in the Urban Renewal District (URD) when it was formed was \$65,611,926. This is called the frozen base. The City of Canby and all the other taxing entities--such as the school district and the fire district—continue to receive tax revenues based on the frozen value for the life of the URD.

The total assessed value of the URD on July 1, 2015 was \$221,839,942. The difference between the frozen value and the current assessed value is \$156,228,016. The taxes on this increase in assessed valuation by all the taxing entities, including the City of Canby, are called the “tax increment” and are the revenue source for the URD.

How much would the assessed valuation of the land in the URD have increased without urban renewal? There is no way to answer this question accurately. If the frozen assessed valuation of the land had increased by 3% each year, the assessed valuation at July 1, 2014 would have been \$102,221,243.

So it is reasonable to assume that any assessed valuation increase beyond \$102,221,243 would be due to development in the URD. What is not possible to pin down is what part of the \$119,618,699 additional assessed valuation increase is due to the URD-funded public improvements. Year over year the increase due to development increased approximately \$8.6 million.

Stated another way (rounded to the millions):

7/1/2015 assessed valuation of the URD	\$ 222,000,000
Frozen value	<u>\$ 66,000,000</u>
Increase in assessed valuation	\$ 156,000,000
Less: Increase due annual 3%	<u>(\$ 37,000,000)</u>
Increase Due to Development	\$ 120,000,000

For More Information Please Contact:

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